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"It is of unexceptionally good quality."

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"In every respect most satisfactory."

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DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892. [30]

A. S. WATSON & CO., LD.

SEEDS.

OUR SECOND and LAST SHIPMENT for this Season of VEGETABLE and FLOWER SEEDS having arrived we strongly advise customers in order to prevent disappointment to book their orders at once for all seeds required for late sowing.

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FOR THE TROPICS.

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CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain their full size, vigour and beauty.

Sold in this containing 10 lbs. each...\$1.50.
" " " 25 lbs. " " \$4.00.

Special quotations for large quantities.

RANSOME'S NEW-PATENT

LAWN MOWERS.

\$7.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 15th October, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.
Letters on Editorial matters to be sent to "The Manager, Hongkong Telegraph" and not to the Editor.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph.

HONGKONG MONDAY, OCTOBER 17, 1892.

CONSULAR INCIVILITY IN THE FAR EAST.

In a letter to this Journal dated the 7th October, Mr. JOHN ANDREW, of Messrs. ANDREW & Co., late of Canton, after stating in detail his grievances against the Chinese Lekin authorities and Mr. T. W. WATERS, Acting British Consul-General, in connection with the seizure of kerosene oil and cotton-yarn, shipped by his firm, whilst en route to the interior of the provinces of Kuangtung and Kuangsi under Transit Pass, concluded as follows:-
"As for Mr. T. WATERS, I have received nothing but incivility at his hands during my business experience in Canton, and privately he has treated me with the utmost discourtesy."

These are certainly very grave charges for a merchant to bring against a British Consul officer whose special business for which he is liberally paid by the British tax-payers, is to protect and further the legitimate interests of his countrymen in every possible way; and it would seem to be Mr. WATERS' duty either to emphatically deny or clearly exonerate himself from the damaging accusations specifically made against the alleged biased, imperfect, and improper manner in which he has performed the highly responsible duties of which he is the public guardian and trustee. In his letter to Colonel HOWARD VINCENT last March, Mr. Under-Secretary J. W. LOWRY, after stating that it was an easy matter for traders in the Far East to formulate an abstract complaint of "lack of official support," observed that the absence of specific instances of Ministerial or Consular neglect or indifference, such as could be duly investigated in China or elsewhere, was remarkable. He further said that any such complaint would be at once investigated and a report immediately called for. The Colonial Office will now have an opportunity of fulfilling the promise made by its late Parliamentary mouth-piece. The complaints of Messrs. WATSON and ROBINSON and Messrs. ANDREW & Co. against the apathy, indifference, neglect and discourtesy of Acting Consul-General WATERS are specific enough to even satisfy the Downing Street official conscience; and we have on our file the particulars of an important case involving a British subject's rights in his own property and the claims of the millions of the Chinese Government to commit gross and flagrant outrages within hall of the British flag, which was submitted to Sir JOHN WALSHAM at Peking, through the Canton Consulate, about four years ago, and the receipt of which by his Excellency who was lately her Majesty's Minister, has not even been acknowledged up to the present day. Mr. T. W. WATERS would seem to have taken Sir JOHN WALSHAM for his official model. In the conduct of Consular business, with the rather striking and noteworthy exception that the Minister, with all his notorious faults of omission and commission, is a well-bred, courteous old gentleman, whilst the Acting Consul-General, according to the statements of Mr. ANDREW and other reliable authorities, generally acts like a common boor who is unable to understand either the requirements or the dignity of his comparatively exalted position.

We have already dealt at length and rather exhaustively with the merits of the present Transit Pass difficulty, and as Sir JOHN WALSHAM excuses himself from taking any part in the existing difference between British merchants and the Chinese Lekin plunderers on the ground that he is no longer Minister to China, it will probably do very little good to enter into further details until the arrival of Mr. O'CONNOR, our new representative at Peking. But notwithstanding this, it seems to us necessary for the present protection of English traders in Canton, to give Acting Consul-General WATERS some slight idea of what, in our opinion, are clearly his duties and responsibilities. And so here goes: If merchandise, sold to be delivered free of duty in the interior of Kuangtung or Kuangsi—free of duty as distinctly provided by treaty—is not to be protected by a duly issued Transit Pass, then the treaties providing for this privilege to British subjects are utterly useless and misleading and should be cancelled at once, to prevent honest traders from being victimised by unscrupulous mandarins and somnolent consuls. Mr. WATERS must be perfectly well aware that no sane British merchant would sell cargo to go into the interior of the Liangkuang without either being paid in advance for such shipment or receiving a substantial guarantee beforehand. Financial exigencies would in most cases place such a method quite out of the question; but even were that knotty point overcome, the risk of damage to merchandise being conveyed inland by native craft (which is not only subject to all states of the weather, but has to traverse regions where piracy is still rife and, more than all, where the immaculate mandarin holds almost uncontrolled sway) is far too dangerous to be lightly undertaken. It must also be remembered that if British merchants personally superintended the conveyance of their goods up-country, the Transit Pass only covers one particular town, and if any attempt were made to exceed that limit, no matter under what circumstance, confiscation of the cargo would inevitably and promptly follow. And if the Acting Consul-General at Canton is not aware of this, he certainly ought to know it. The scandalous seizure of Messrs. WATSON and ROBINSON's godown and its contents at Fatshan has shown us that, according to the *ipse dixit* of the Likin wire-pullers, foreigners are prohibited from storing goods outside the Treaty Ports, so that any feeble excuse would be enough for the mandarins to seize and confiscate any foreign-shipped cargo about which there was the remotest doubt, and on the slightest taint of suspicion. Therefore, if the British Acting Consul-General is not in a position to ensure or enforce what is due to his countrymen from the Chinese Government by treaty obligations, it is his duty to make a public announcement to that effect and so save further trouble and expense. The question can then be definitely settled in London, where, happily, officials of the WALSHAM and WATERS type, if not altogether unknown, are nowadays rare birds indeed. We believe that Consul WATERS has some special opinions of his own as to how the Transit Pass system should be worked, and if he will forward them to this Journal we shall be glad to give them full publicity.

As regards Mr. WATERS' incivility towards British subjects seeking redress from him as the Canton representative of the British Government, we are sorry to have to believe, from personal experience, the worst that has been said of him, and we regret to have to say that our experience is supported from almost every port in which this officer has served during his lengthy career in the Far East. His within the knowledge of many "Old China hands" how he came out second-best in his encounter with the missionaries in Tamsui years ago, which, unless Dame Rumour lies, led to his removal from that port by weak-kneed Sir THOMAS WARE; and everybody knows what a *fiasco* he made of things in Corea and how promptly Sir HARRY PARKES transferred him to Newchwang, where he is stated to have been the reverse of a success; and we feel quite sure that no Minister but Sir JOHN WALSHAM, who evidently took seniority in the Service as a test of capacity, would have appointed an officer with such a doubtful record for efficiency and tact to the important position vacated by CHALMERS ALABASTER at Canton. A few words of sound advice to Mr. Consul WATERS. If that estimable official would leave off wasting his time in translating from the Chinese such trash as "The Shadow of a Pilgrim," and "The Use of Wills among the Chinese," and carefully attend to the interests of British subjects, we should have considerably less to grumble at than at present is the case. Mr. WATERS may be an excellent Chinese scholar, but he ought to remember that his education in the language of the Middle Kingdom was paid for by the British tax-payers, and was intended solely to enhance his usefulness as an official protector of British interests. And what, after all, is a mere translator of Chinese tradition? He holds exactly the same rank in the literary world as our type-writer—and everybody knows what that means. Mr. WATERS' early departure from Canton for Foochow is regarded as a blessing by those acquainted with his methods; when he gets there, it is to be hoped that he will turn up the Chinese translation nonsense and attend to the business to which he owes his official position and for which he is specially paid by the British Government. A new suit of manners should be Mr. WATERS' first acquisition.

THE returns of the number of visitors to the City Hall Museum for the week ended Oct. 16th, are—Europeans, 154; Chinese, 1,822; total 1,976.

SIR JOHN WALSHAM and family left here last night for Canton by the *Formosa*, and are expected to return in time to catch the French mail steamer for home on Wednesday.

WE are informed by the Agents of the Messageries Maritimes that the only steamer *Ozette*, with the next French mail, left Saigon yesterday at 10 a.m., for this port.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Japanese paper *Nichi Nichi* reports that a British sailing vessel was wrecked off Fusan, on the 29th September, but that no particulars have been received as to the name of the vessel or the fate of her crew.

CAPTAIN E. STEVENS, who has made himself a *persona grata* with all who met him while Harbour Master at Tamsui, has been transferred from Tamsui to Shanghai. He was to leave Tamsui in the *Smith* to-day.

A REGULAR Convocation of St. Andrew's Chapter, No. 213, S.C., will be held in Freemasons' Hall, Zealand Street, on Monday, the 24th instant, at 8 for 8.30 p.m. precisely. Visiting communicants are cordially invited.

It is announced in Saturday's *Gazette* that Mr. Lau Wai Chin has been appointed a member of the Sanitary Board under section 4 of the Public Health Ordinance, vice Mr. Woo Lin Yuen, resigned. The *Gazette* also mentions that Mr. Lau Wai Chin is a Chinese scholar who edits the *Gazette* on describing the popular Secretary of the Men On Insurance Co. as U Lin Un, although that gentleman has been repeatedly ever having owned any such name.

MR. T. V. TWINNING, who is said to be an advance agent and business manager for Mrs. Brown Potter and Mr. Kyrle Bell, during their tour in the Far East two years ago, is now managing for Mrs. Alice Shaw—*La belle siffuse*, which is the designation now generally applied to that exceptionally talented whistler in the newspaper. He writes to us from Calcutta that Mrs. Shaw will visit Hongkong, China and Japan during the coming season.

At the Magistrate's day-to-day Mr. Yan, head coolie to the Rev. A. G. Goldsmith, was brought up in the Police Court before Mr. Wochouse for the re-hearing of the charge of theft against him. The reverend gentleman and his lady friend failed to turn up, and the coolie was discharged. The magistrate of course did only his duty—tardily; but what can be said of the person who inflicted a week's imprisonment on a servant against whom there is not even a suspicion?

TELEGRAMS.

THE LAUREATE'S OBSEQUIES.

LONDON, October 13th.
A splendid funeral has been accorded to Tennyson in Westminster Abbey. The Abbey was crowded, and the procession to the grave included—political, literary, and dramatic celebrities—Representatives of the Queen and the Royal Family were also present.

THE "BOKHARA."

The Acting Superintendent of the P. and O. Company, at this port, who has received no news of the *Bokhara* from the Swatow agents yet, writes this morning:-
"The steamer *Ancona* will leave Nagasaki at 5 p.m. to-day, proceeding to this port direct, and searching the northern coast of Formosa for the *Bokhara*."

THE FIRST NEWS.

Telegrams were received from Swatow this morning from Dr. Lowson which led many to hope and believe that the *Bokhara* passengers were all safe. The first wire simply said:-
"Saved—Lowson."
A further telegram, received shortly before 1 p.m., said:-
"On board *Porpoise*, arrived to-morrow—Lowson."

TOTAL WRITCK.

By three o'clock, however, the full extent of the calamity was known. The P. & O. Co. received from the Naval Authorities the following telegram sent by Capt. Burn, of H.M.S. *Porpoise*:-

Swatow, October 17th.
I regret to have to report that the *Bokhara* is a total wreck near Sand Island, in the Pescadore. She sank immediately, heavy seas having broken on board and put the first out, so that the ship became unmanageable. About 125 persons were lost, and only 23 saved, consisting of:
Mr. Prickett (chief officer)
Mr. Fry (third officer)
Mr. Sweeney (fourth officer)
Dr. Lowson
Lieut. Markham
Eight natives.
The *Porpoise* is bringing the survivors on to Hongkong, and will probably arrive on Tuesday morning. We (in the *Porpoise*) visited Makung, a village of the Pescadores, to make further enquiries. The British consul from Swatow is there, attending to the burial of the bodies ashore, and arranging for the protection of the cargo stored in 34 bodies have been recovered, four being women.

PASSENGER LIST.

The following is a list of the Europeans who left Shanghai in the ill-fated P. and O. steamer *Bokhara*, 1895 tons, Captain Sami, on the 18th instant:-For London—Mrs. Cunliffe and child. For Ismailia—Mr. and Mrs. Chas. For Bombay—Messrs. Bishop and Latimer. For Hongkong—Major Turner, Capt. Dunn, Lieut. Markham, Lieut. Boyle, Capt. Duggan, Lieut. Burnett, Q.M. Sgt. Jeffrey, Sgt. Duggan and Munro, Messrs. C. Wallace, Turner, Parry, Ralf and Dr. J. A. Lowson. Chinese and other Asiatics about one hundred.

We telegraphed to Dr. Lowson early this afternoon to wire full details of the disaster at once, but as up to the time of going to press no reply has been received, it is to be assumed that the *Porpoise* had left for Hongkong before our message reached Swatow.

The Hongkong Telegraph wired to the British Acting Consul-General at Canton at 3 o'clock to circulate details of the catastrophe amongst the Shamen residents.

RECEPTION OF THE NEWS IN SHANGHAI.

The following telegram has been received from Shanghai in answer to a wire:-
"To Mr. E. A. Ram, Hongkong.
"Shanghai expresses deepest sympathy."
Can."

LOCAL AND GENERAL.

The whole crew of the steamer *Andalucia*, recently sold to the Japanese, left for Europe in the *Nakha* to-day.

Mr. F. H. MAY has been appointed Acting Clerk of Councils during the absence of Mr. A. B. B. on his return home.

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WE reported the other day from our Japanese correspondents that the junk *Bokhara* had been wrecked during the storm in which the *Bokhara* foundered. As the *Bokhara* anchors were dragged ashore, she was hauled off without a scratch as soon as the wind took off. Several junks were wrecked. A full and interesting report of the *Bokhara*'s experiences is unavoidably held over till to-morrow.

ON Saturday afternoon a shooting match took place at Stonecutters' Island, between the Mechanics of H.M. Dock-yard and the Chief and 1st class P.O.'s of the cruiser *Palas*; seven shots each were allowed at three service targets, viz: 200, 400, and 500 yards; the result was a tie of 34. The shooting all round was very good, and the Dock-yard would have obtained the advantage (if making the higher scoring at the 500 yards range) if under Service regulations. It is to be hoped that the next match between these teams will be at the longer ranges.

IN answer to a correspondent the *Sydney Bulletin* remarks:-In our opinion no director should act as liquidator of his own bankrupt institution. If sacking the directors, when their bank bursts, is "treating them as disreputable men," then adding their accounts is doing likewise. The director is the servant of the shareholders; they pay him while they want him and send him away when he is wanted no longer, and he has no more right to make a deal about his "honour" than the waiter who is discharged when the sixpenny restaurant goes broke.

CANTON exports for the North are looking up considerably. Of late the Indo-China, China Merchants' and China Navigation Co.'s Shanghai-Canton steamers have been getting very full, and to-day the Indo-China steamer *Choyang* passed through Hongkong on her way to Ningpo and Shanghai with the largest cargo (according to a Canton correspondent) who is a reliable authority on such matters) that has been despatched in any one vessel for the past ten years. In addition thereto the *Choyang* has a full complement of passengers amongst whom are Li Chung-tung, *Yat-sen*, who with his wife and family is proceeding to Ningpo, to assume duty as Chief Magistrate. And yet the Indo-China Co.'s shares are quoted at something like 50 per cent. discount. It is really no wonder that people interested are continually asking where all the huge profits made by the steamers of this Company go to! We don't know, but we can make a shrewd guess in what direction the all-devouring rat-hole is to be looked for. Perhaps our excellent friends, Messrs. Jardine, Matheson & Co., can fill up the hiatus!

IN PURSUANCE of directions received from the Right Honourable the Secretary of State for the Colonies, His Excellency the Governor has been pleased to lay down the following regulations for the guidance of all public officers in the Colony in regard to the acquisition or possession of land and engaging in agricultural and commercial pursuits. These regulations are based on the principle that greater efficiency may be expected from an officer whose whole energies are devoted to the public service than from one whose mind is distracted by the care and anxieties incident to the possession and cultivation of land or to commercial enterprises:-

(a) No officer shall be allowed to acquire or be a part owner of any land in the Colony other than a garden or ground attached to his dwelling-house, and not cultivated with a view to the sale of produce. He may not acquire or be a part owner in any concession in the Colony, or within the same territory be the owner of house property other than a house for his own occupation.

(b) No officer shall be allowed to engage in commercial pursuits or purchase shares in any local land company, or take part in the management of any commercial undertaking, notwithstanding that he may have invested money therein.

(c) The foregoing regulation (a) applies to the holding of land by an officer in the name or names of members of an officer's family. It does not apply to those officers who may become possessed of land or houses by inheritance or devise and not by purchase.

(d) Any officer who has acquired land or shares in a local land company of house property (other than his own dwelling-house with land attached) prior to the issue of this notification, must report the same to the Colonial Secretary within three months, and the Governor will decide as to whether it is necessary in the public interests to require such officer to divest himself thereof. Should an officer fail, within a reasonable period, to act in accordance with the instructions he may receive, he will be removed from the Service.

THE P. M. S. S. Co.'s steamer *Pera*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th inst.

CAPTAIN HODGINS, of the Douglas Co.'s steamer *Thales*, wired from Taiwan to this morning that he had seen nothing of the *Bokhara* on his voyage from Amoy to that port. The ill-fated vessel had already met her fate, with terrible loss of life, on the Pescadores.

THAT indefatigable yachting enthusiast, Capt. H. T. Hawkins, of the Indian Artillery, is reported to have obtained special leave of absence, and to have gone up the Formosa Channel in his smart little boat in search of the missing P. & O. steamer *Bokhara*, Plucky and well meant, but extremely foolish.

It is related that when the Rev. Dr. Spurgeon died, some member of his congregation announced the fact by an intimation posted on the door of the Tabernacle:-"Our beloved Pastor entered Heaven at 11.15 last night." Then some ruffian posted another intimation below:-"Heaven, 12 o'clock—Your beloved Pastor not yet arrived. Getting uneasy—Peter."

It is officially intimated that the Hon. N. G. Mitchell-Jones resumed his duties as Colonial Treasurer and Collector of Stamp Revenue on the 10th inst. We trust the honorable gentleman's memory has improved during his holiday, and also that he has lost that extraordinary impression of his that he was specially sent out by the Secretary of State to officially govern Hongkong.

THE Indo-China Co.'s steamer *Choyang* left here to-day bound for Shanghai and Ningpo, under command of the chief officer, Mr. Tomlinson, who has temporarily relieved Captain Bradley, who received some injuries to one of his legs while coming down from Shanghai during the recent heavy weather. Captain Bradley is, we are glad to hear, progressing favourably and is likely to rejoin his ship at an early date.

A CORRESPONDENT writes:-I learn, on good authority, that the new battle-ships which, as announced early in the year by Lord George Hamilton, are about to be built, will be vessels of about 12,500 tons displacement, and that one of these will be laid down at Pembroke. Eight of the ten new torpedo boats will be of 200 tons displacement, and 27 knots speed. It is intended to make these the first torpedo-boats in the world for all-round purposes.

ON 17th that the Committee of the Hongkong St. Andrews Society have decided that the Scotch Ball to be given on the night of the anniversary of Scotland's Patron Saint will be "run" on the same lines as in previous years. There is understood to be anything but a unanimous opinion amongst the members of the Society regarding this decision, but we cannot help thinking that the Committee have acted wisely. A Ball worthy of Scotland and her enterprising sons—or none at all!

THE Douglas Co.'s steamer *Fohien*, Captain W. Davis, which came in from Formosa, via Swatow yesterday morning, was at Tamsui during the storm in which the *Bokhara* foundered. As the *Fohien*'s anchors were dragged ashore, she was hauled off without a scratch as soon as the wind took off. Several junks were wrecked. A full and interesting report of the *Fohien*'s experiences is unavoidably held over till to-morrow.

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SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. H. E. Pollock, Acting Judge.)

October 17th.

LAI LAY HING v. ARNOLD KARBBERG & CO.

In this suit plaintiffs claimed \$374 as damages for defendants failing to deliver 35 cases of tobacco, the contract price of which was disputed. Mr. C. D. Wilkinson was for plaintiffs, and Mr. Hastings (Wotton and Deacon) for defendants. His Lordship delivered judgment this morning as follows:-I am of opinion that the defendants are entitled to judgment. With regard to the first 7 cases of tobacco, the price to be paid was put down as "original price," and this whole question hinges upon the meaning of this term. The plaintiffs assert that the expression "original price" meant the cheapest price at which tobacco was shipped from New York for the time being, while the defendants contend that "original price" meant such prices as those at which their agents in New York were willing to supply them with tobacco. Now, if this makes a considerable difference which of these constructions I adopt—the difference, in fact, of 15 and 20 per cent. in the price of the tobacco, and the conclusion as to which I have arrived is that at the time of signing the contract for the seven cases the plaintiffs and defendants

were not mutually agreed as to what they meant by "original price," and that therefore there was never in fact any valid contract between them. With regard to the 25 cases of tobacco I am satisfied that there was never any binding contract between plaintiffs and defendants that the latter would supply the former with the 25 cases at 38 cents per lb., and therefore the claim must fall in respect of them also. I am of opinion, however, that the defendants, although entitled to judgment, ought not to have their costs of suit, as I consider they had no right whatever in their letter of the 2nd of June to decide to cancel the order for tobacco, and I also consider that their remarks in that letter with regard to the price of 38 cents per lb. for tobacco might and ought to have been put with a great deal more clearness and precision. I may add that the whole form of order used is very ambiguous in its terms, and the sooner it is altered the better. There will be judgment for the defendants and each party will pay their own costs.

IN ORIGINAL JURISDICTION.

(Before Chief Justice Fielding Clarke.)

THE HOGO HOTEL, LIMITED.

The Acting Attorney General, Mr. A. J. Leach, instructed by Mr. Ellis (Wotton and Deacon) on behalf of Th. de Borty, petitioner, share-holder, appeared in support of an application for a compulsory order to wind up the Hogo Hotel, Limited, a company registered in Hongkong. Mr. J. J. Francis, Q.C. instructed by Mr. Griggs (Johnson, Stokes and Mayer) appeared for the Hongkong and Shanghai Bank, chief creditor; and Mr. G. J. Phillips, instructed by Mr. Ewen (Ewen and Reece) appeared for the Company.

His Lordship read the petition, showing that petitioner was holder of 43 ordinary shares and 12 founders' shares; that it was believed on commencing that the profits would enable the Company to carry on the business without working capital; that therefore the whole capital, fully paid, was spent on the building and fittings; that from 1st October 1891 the hotel had been carried on at a deficit and had lost money steadily; that it had been forced to borrow from the H. and S. B. £50,000, and that the security of the property of the Bank had been refused—further advances, and—as there was no money to carry on the business, no means of obtaining any, the petitioner asked that the Company be wound up. The Company had sought in an action in the K'ubo court to have the property returned to the vendors and the purchase money paid back to the Company; but this had gone against the Company, which was now unable to pay the costs. All the directors had resigned, and the Company was insolvent. The property was valuable, and if sold would realise enough to pay all debts and return a little to the shareholders. The Company had passed a resolution to wind up voluntarily, so that now the petitioner did not need to press for a compulsory order. Mr. Leach therefore asked that His Lordship would make an order to continue the voluntary winding up, subject to the supervision of the Court. Mr. H. J. Rothwell and Mr. H. J. Pearce had been appointed liquidators, and all parties consented.

Mr. Francis said that he had at first intended to oppose the application, or to object to the two gentlemen named as liquidators, owing to the fact that there had been a disposition to enter into more expensive litigation; but it would be sufficient if the order now asked for were framed to prevent litigation except such as the Court should sanction. Mr. Phillips agreed. After some further remarks, His Lordship made an order that the voluntary liquidation continue, subject to the supervision of the Court, and that the liquidators must not commence any legal proceedings without the direction of the Court. Costs of the petitioner, the Bank, and the Company, all to be paid out of the assets.

CRICKET.

ROYAL ENGINEERS v. ROYAL ARTILLERY.

A match took place between eleven from these two arms of the service on Saturday last on the ground of the former at Happy Valley. The R.E. winning the toss, elected to bat first. Their batting was of the weak kind, whilst the bowling of Warner and Narey for the Artillery was extremely good, the former being a good left hand Yorker. These two captured 4 wickets in four overs for only four runs. The R.E. played it all over the Colony. Lieut. Flower, R.A., after making 64 in good style, was sensibly caught at point by Corp. Thomas. Capt. De Borty and Corp. Knott also did well, making 25 and 23 respectively; appended are the scores:-

R. E.	
Corp. Thomas, b. Warner	1
Corp. Knott, b. Warner	23
Corp. De Borty, b. Warner	25

Masonic.

DILIGENTIA LODGE

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 20th instant, at 8 to 9-30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 14th October, 1892. [1030]

For Sale.

FOR SALE.

"UPAS" ANTIPOULING COMPOSITION FOR SHIP'S BOTTOMS.

PERFECT ANTIPOULING AND QUICK DRYER.

For further particulars apply to SHEWAN & Co.

Hongkong, 17th September, 1892. [930]

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co.,

Commission Merchants,

No. 30, Water Street,

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Yokohama, 12th August, 1892. [844]

FOR SALE.

THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN YAU-MA-TI DAY.

Length 75 feet.

Beam 17 feet.

Depth of hold 7 feet.

Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the Montlara has been increased to about 120 tons dead weight.)

The Montlara was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most reliable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER SMITH,

6, Pedder's Hill,

Hongkong, 17th May, 1892. [525]

FOR SALE.

THE ENGINES AND BOILER OF THE

CHINESE GUNBOAT "CHOP-CHUNG,"

AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the Chop-chung were

constructed by Messrs. INGLE & Co., of

Wanchai, and are of the Compound Inverted

Cylinder Direct-Acting Surface Condensing type.

Cylinders 20 1/2" dia. with a stroke of 25 1/2".

The Crank Shaft is 6 1/2" dia. at the Crank pin

and 7" dia. at the Journals. The H.P. Piston

Rod is 3" and the L.P. 2 1/2" dia. The Piston

and Connecting Rod bolts are 2" dia. Air Pump

1 1/2" dia. by 1 1/2" stroke. Single Acting Circulating

Pump 8" dia. by 1 1/2" stroke, and Double Acting

Feed and Bilge Pump (one each) 3" dia. by 1 1/2"

stroke.

These Engines have been very little used and

are in thoroughly good order.

The Boiler is of the Horizontal Multitubular

type, with three Furnaces and vertical Dome on

top. Its dia. is 10 ft. 2" by 10 ft. 2" long, external

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recently undergone considerable repairs, and

would last in active service for over five years.

The Engines and Boiler can be inspected on

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